

# SUN VALLEY

## PLANS

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A Part of the General Plan of the City of Los Angeles





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# SUN VALLEY

## PLANS

### TABLE OF CONTENTS

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#### Plan Amendments Date Log

#### A. Community Plan

1. Generalized Land Use Map
2. Generalized Circulation Map
3. Text\*
4. Plan Maps

#### B. Future Expansion

\*This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.



A Part of the General Plan of the City of Los Angeles





# PLAN AMENDMENTS DATE LOG \*

## SUN VALLEY PLAN

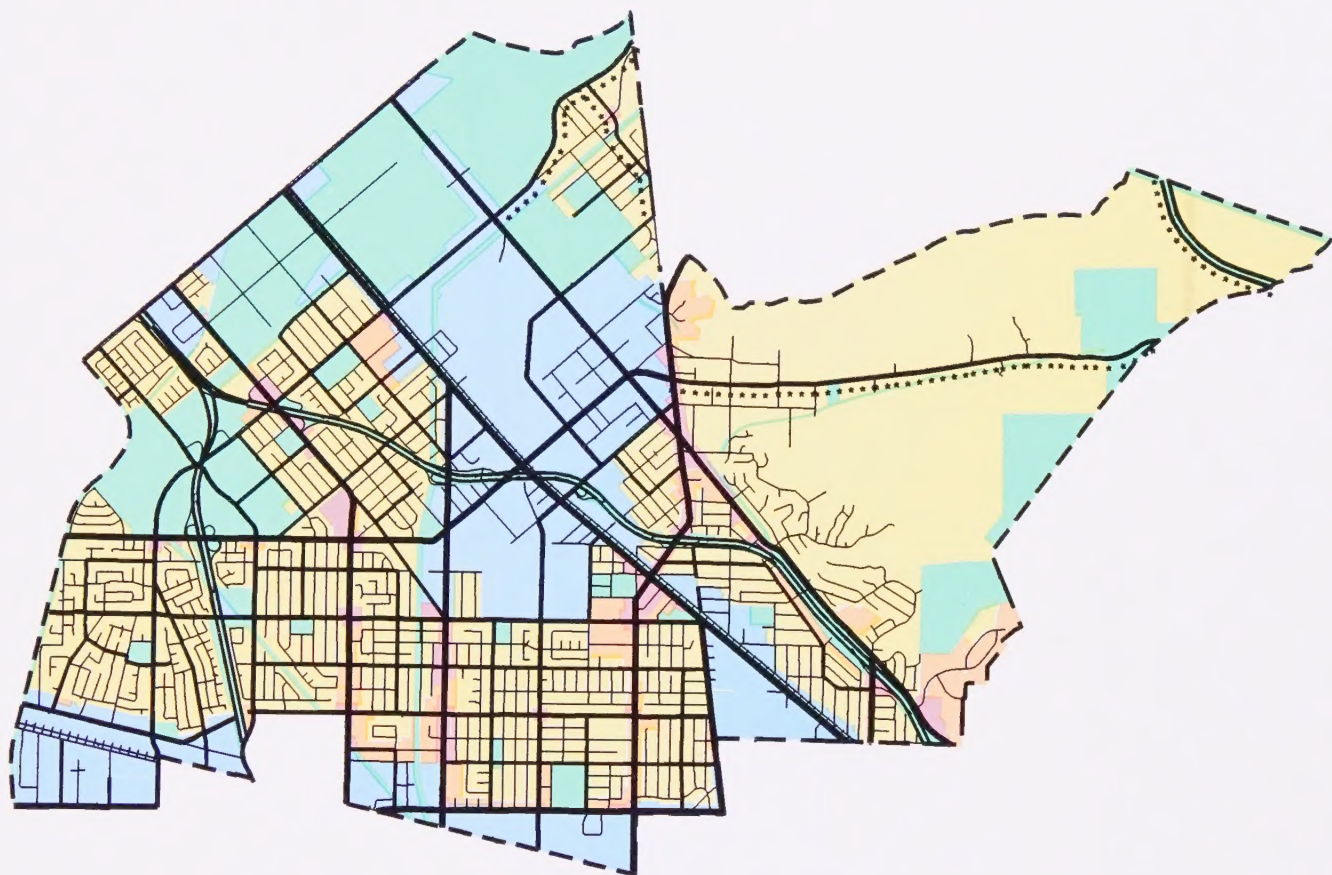
Adopted by City Council  
C.F. 75-5425  
Sept. 23, 1977

Subsequent Amendments Adopted by City Council

Date	Title	Council File
July 28, 1987	Periodic Plan Review - Window 1, Item 16 - Laurel Canyon	87-0333 S16
July 28, 1987	Periodic Plan Review - Window 1, Item 17, Lankershim Blvd.	87-0333 S17
July 28, 1987	Periodic Plan Review - Window 1, Item 18, Cabrini Dr.	87-0333 S18
July 28, 1987	Periodic Plan Review - Window 1, Item 19, Telfair Ave.	87-0333 S19
Nov. 24, 1987	Periodic Plan Review - Window 5, Item 7, Allegheny St.	87-1432 S7
Nov. 24, 1987	Periodic Plan Review - Window 5, Item 8, Laurel Canyon	87-1432 S8
Nov. 24, 1987	Periodic Plan Review - Window 5, Item 9, Sherman Way	87-1432 S9
Nov. 24, 1987	Periodic Plan Review - Window 5, Item 11, Branford St.	87-1432 S11
Nov. 24, 1987	Periodic Plan Review - Window 5, Item 12, Lankershim Blvd.	87-1432 S12
Jan. 5, 1988	Industrial/Residential - North Valley	87-0592
Jan. 13, 1988	Periodic Plan Review - Window 5, Item 10, Penrose St.	87-1432 S10
May 18, 1988	Periodic Plan Review - Window 9, Item 10, Laurel Canyon	88-0401 S10
July 27, 1988	Periodic Plan Review - Window 9, Item 11, Sherman Way	88-0401 S11
Oct. 21, 1988	Periodic Plan Review - Window 13, Item 8 - Cantara St.	88-1537 S8
Oct. 21, 1988	Periodic Plan Review - Window 13, Item 9, St. Fernando Rd.	88-1537 S9
Dec. 14, 1988	AB 283 General Plan/Zoning Consistency	87-1175
June 27, 1989	Periodic Plan Review - Window 9, Item 7, Glenoaks Blvd.	88-0401 S7
July 26, 1989	Periodic Plan Review - Window 17, Item 8, Wicks St.	89-810 S8
Aug. 22, 1989	New Slope Footnote No. 14	87-1175 S2
Sep. 6, 1989	Periodic Plan Review - Window 9, Item 7, Plan Amendment	88-0401 S7
Oct. 13, 1989	Mobile Home Footnote	89-0119
Feb. 21, 1990	Periodic Plan Review - Window 21, Item 3	89-1929 S3
July 3, 1990	Periodic Plan Review - Window 25, Item 3	90-0373 S3
July 3, 1990	Periodic Plan Review - Window 25, Item 4	90-0373 S4
March 27, 1991	Land Use Footnote	90-1422

\* For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.





SUN VALLEY  
GENERALIZED LAND USE



NOT TO SCALE







12/90



# SUN VALLEY GENERALIZED CIRCULATION

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NOT TO SCALE





# SUN VALLEY PLAN

The Sun Valley Plan is a part of the General Plan of the City of Los Angeles. It consists of this text, the Plan Map, and the Resources Map.

## PURPOSES

### USE OF THE PLAN

Notwithstanding any language herein, this Plan does not commit the City to initiate any program or expend any funds for such programs as may be suggested.

The purpose of the Sun Valley Plan is to provide an official guide for future development of the community for use by the City Council, the Mayor and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the Community, and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community, within the larger framework of the City; guide the development, betterment and change of the community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan suggests approximate locations and dimensions for land use.

The Plan is NOT an official ZONE MAP and while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it suggests conditionally more land in some areas for different zones and land uses than may be desirable for many years to come.

This Plan is subject to periodic review and amendment in order to reflect changes in circumstances.

## OBJECTIVES OF THE PLAN

1. To coordinate the development of Sun Valley with other communities of the City, the adjacent City of Burbank, and other parts of the metropolitan area.
2. To propose lands at appropriate general locations for the various private uses and public facilities, in quantities and at densities required to accommodate population and activities projected to the year 1995.
3. To preserve and enhance the natural character of the mountainous portion of the community and to use its unique qualities to best advantage.
4. To encourage provision for the housing required to satisfy the varying needs and desires of all persons who choose to reside in the District, maximizing the opportunity for individual choice.
5. To minimize grading in hillside residential areas commensurate with the densities of development shown on the Plan Map, and limit land use intensities and population densities therein to those which can be adequately accommodated by transportation systems, public service facilities and utilities, and topography, in accordance with the slope density ordinance as adopted by the Council.
6. To encourage preservation of well-maintained single-family neighborhoods and to rehabilitate areas of deteriorating housing.
7. To promote overall economic well-being and public convenience through:
  - a. Allocating and distributing commercial lands for retail, service and office facilities in quantities and patterns based upon sound planning principles and standards, and specific community needs.
  - b. Designating lands for industrial development that can so be utilized without substantial impairment to adjacent uses, and imposing appropriate restrictions on the types and the intensities of industrial uses as are necessary to this purpose.
  - c. Designating appropriate zones to provide opportunities for employment for residents of Sun Valley within their own community, including adequate transportation facilities to serve those residents who may be employed in other communities.
8. To propose a basis for locating and programming public services and utilities, and to coordinate the phasing of public facilities with private developments.

9. To propose a circulation system coordinated with land uses and densities for the purposes of accommodating traffic and encouraging the expansion and improvements of public transportation services.
10. To prevent or minimize impairment to the physical environment; to improve the visual environment; and to strengthen the image and identity of the community.
11. To encourage open space for environmental protection and recreational uses, and to promote the preservation of views, natural character and topography of mountainous parts of the community for the enjoyment of both local residents and persons throughout the Los Angeles region.
12. To guide reclamation and rehabilitation of all exhausted sand and gravel pits.
13. To encourage the reduction of noise.

## POLICIES

The Sun Valley Plan has been designed to accommodate the anticipated growth in population and employment of the community to the year 1995. The Plan seeks neither to promote nor to hinder growth; rather, it accepts the likelihood that growth and change will undoubtedly take place, and therefore provisions must be made for the community's orderly development.

The Plan encourages the preservation of low density, single-family residential areas, the preservation of industrial land, the conservation of designated open space lands, and the strengthening of the Sun Valley Community Business District.

In hillside and mountainous terrain, the Plan proposes that the character of undeveloped lands be preserved where feasible.

## LAND USE

### HOUSING

#### Standards and Criteria:

Residential zones permitting densities in excess of those designated on the Plan should be considered for reclassification to the designated zones.

Multiple dwellings should be provided with adequate useable open space.

The intensity of land use and the density of the popula-

tion which can be accommodated thereon shall be limited in accordance with the following criteria:

- a. The ability of the existing and planned circulation system, both within the area and in peripheral areas, to accommodate traffic.
- b. The availability of public service facilities and public utilities.
- c. The geologic suitability of the area for development and the topographic features of various portions of the area.
- d. The compatibility of proposed developments with existing adjacent developments.
- e. Conformance to the slope-density ordinance as adopted by the City Council.

Utilization of the "cluster concept" through the Residential Planned Development District ordinance or other means, is encouraged where appropriate for new residential development in hillside areas, in order to use the natural terrain to best advantage, minimize the amount of grading required, and provide more recreational land and open space. However, development by conventional subdivision shall not be precluded. The cluster concept is defined as the grouping of residential structures on portions of the site while retaining a large area in its natural state or in a park-like setting. Density patterns indicated on the Plan Map may be rearranged to facilitate cluster development provided that the total number of dwelling units indicated for any development is not exceeded.

Cluster development which permits multiple and/or attached housing should be designed so as to minimize adverse visual impact from neighboring single-family uses.

In some level areas, also, Residential Planned Development Districts are a desirable method of providing improved living amenities, including open space.

Mobile home parks are processed under the Conditional Use procedure. The Plan does not designate any areas specifically for mobile home parks.

#### Features

The Plan suggests that the low-density residential character of Sun Valley be preserved and enhanced, and that predominantly single-family residential neighborhoods be protected from encroachment by incompatible uses, commensurate with other Plan proposals. Within the various neighborhoods, selected Local Streets should be designed to preclude through traffic which if allowed would be detrimental to the neighborhood concept.



In order to provide more adequate buffering of residential neighborhoods, the Plan proposes some replacement of housing with restricted industrial uses near the Hollywood-Burbank Airport. Even though the area is impacted by airport noise, most of the remaining housing should be preserved as long as feasible because it provides needed housing in the community. It is recognized that at some time in the future it may be desirable to replace this housing stock with uses more compatible with the airport.

The Sun Valley Plan seeks to encourage an increase in single-family home ownership and provide programs to familiarize homeowners with home maintenance and upkeep. The Plan encourages the rehabilitation and/or rebuilding of deteriorating single-family homes for the same purpose. In those areas where more intensive land use is anticipated, the Plan encourages the relocation of the residential structures to other areas of the community rather than their demolition, where economically feasible, in order to maintain the current level of single-family housing stock.

The horsekeeping areas which are generally located in the La Tuna Canyon area of the community should be preserved at Very Low and Minimum Densities, appropriate to such use.

Adequate housing should be made available to all persons regardless of social, economic and ethnic backgrounds, to the extent feasible.

The proposed residential density categories and their capacities are:

Residential Densities	Dwelling		% of		% of	
	Units Per Gross Acre*	Per Acres	Resid. Land	Pop. Capacity	Pop. Capacity	
Minimum	.5 to 1	1,578	29.4	4,892	6.4	
Very Low	1 + to 3	637	11.9	4,714	6.2	
Low	3 + to 7	2,841	53.0	51,706	67.8	
Low Med. I	7 + to 12	105	2.0	2,867	3.8	
Low Med. II	12 + to 24	106	2.0	5,650	7.4	
Medium	24 + to 60	88	1.6	6,371	8.4	
TOTALS		5,355	100.0	76,200	100.0	

\*Gross acreage includes streets.

## COMMERCE

### Standards and Criteria:

The commercial lands (not including associated parking ) designated by this Plan to serve suburban residential

areas are intended to be adequate in quantity to meet the needs of the projected population to the year 1995.

### Features:

The Plan proposes approximately 200 acres for Commercial including related parking.

The Sun Valley Community Business District is proposed as the community focal point, providing shopping, civic and social activities. The Business District should contain professional offices, small department stores, a variety of shops and services, restaurants and entertainment facilities. Low-Medium Density apartments are proposed to be located nearby.

The "Programs" section suggest that a future study be undertaken to improve the Community Business District appearance and to consider its possible expansion. Any expansion or intensification is proposed to be limited and controlled by requiring Planning Commission and City Council approval of Specific Plans, "Q" zoning provisions, Conditional Uses or appropriate precise controls. This area is indicated on the Plan Map. In the event that a limited commercial use proves impractical the Plan indicates Low and Low-Medium I Density Housing and Limited Industry for this area.

Architectural treatment should be encouraged for existing stores in the area and parking lots should be improved to insure a contemporary aesthetic design. Within this general commercial area strong consideration should be given to locating a community service building with facilities such as an auditorium, community meeting rooms and an historical museum for the Sun Valley-Verdugo Mountain area, all linked to commercial areas via landscaped walkways.

Neighborhood commerce is proposed throughout the Community to provide for the daily shopping needs of nearby residents.

## INDUSTRY

### Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts under the general principle that employment should be available within a reasonable commuting distance from residential locations.

### Features:

The Plan designates approximately 2058 acres of land for industry.

The Plan proposes planned conservation of the sand and gravel resources of Sun Valley. Extraction of sand and gravel resources shall be undertaken in accordance with the "Sun Valley Resources Map".

When authorized by the City Council, the Director of Planning staff prepare a program of sand and gravel extraction. He shall seek the assistance of the sand and gravel industry. The purpose of the program shall be to: (1) conserve the areas so that the resources will be available; (2) facilitate recovery of all the resources; and (3) minimize the impact of extractive activities upon residential and commercial areas. The program shall be guided by the Open Space and Conservation Plans, elements of the General Plan of the City of Los Angeles and State-mandated requirements for rehabilitation plans. It shall be initiated within one year of Plan adoption. The program shall take into consideration interim and ultimate usage of the land, the ecology and environment, circumstances of final elevations, and relationships to surrounding uses including residential neighborhoods. Rehabilitation Plans for the re-use of exhausted gravel pits shall be prepared before any new sand and gravel mining operations are approved. Such plans may include a broad spectrum of uses ranging from industrial to open space, depending upon the character of adjacent uses and the circumstances of rehabilitation. Where located adjacent to residential areas and depending upon final elevations, considerations should be given to setting aside portions of reclaimed sites for open space or recreational (public/private/commercial) uses. All gravel pits shall be buffered from adjoining uses with appropriate fencing or screening such as landscaping and/or block walls. To preserve the industrial land resources of Sun Valley as part of the City's overall industrial land bank and insure its proper development, the Plan proposes classifying appropriate undeveloped or vacant industrial land in restricted industrial zoning categories, such as the MR Zones. However, a careful evaluation should be made of citywide needs for intensive industrial uses (M3) prior to the reclamation of sand and gravel pits.

Wherever possible, industrial uses should be concentrated in industrial parks. In those areas where heavy industry is permitted the Plan proposes adequate buffering with suitable screening to minimize adverse influences on adjacent land.

## CIRCULATION

### Highways

#### Standards and Criteria:

Highways and Local Streets shown on this Plan should be

developed in accordance with the Highways and Freeways Element of the General Plan and standards and criteria contained in the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

Major and Secondary Highways should be developed with adequate street lighting. Through traffic on Local Streets, especially within residential neighborhoods should be discouraged. Streets and Highways should be designed and improved so as to be in harmony with adjacent developments and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the eventual development of appropriate transportation facilities. No increase in density shall be effected by zone change, variance or subdivision unless it is determined that the Local Streets, Collector Street, and Major and Secondary Highways serving, and in the area of, the property involved are adequate to accommodate the traffic generated.

Design characteristics which might facilitate street identity such as curves, changes in direction and topography differences, should be emphasized by street trees and planted median strips and paving. Wherever feasible street development should preserve existing trees.

The provision of Equestrian Trails through residential areas is encouraged in those areas appropriate for horse-keeping. Equestrian Trails may occupy a part of street right-of-way, being substituted for sidewalks along one side of the roadway.

#### Features:

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are shown to assist traffic flow toward major and Secondary Highways. Stonehurst Avenue, La Tuna Canyon Road and the Foothill Freeway and designated as Scenic Corridors.

### Bikeways

A System of Bikeways is proposed for the community, with Hansen Dam Recreation area serving as a focal point. It is anticipated that the System would primarily serve to provide access to recreational areas as well as recreation in itself. The System, moreover, provides not only access to many parts of the community but another mode of transportation as well.



Bicycle facilities should be considered in new subdivisions and they should be encouraged to connect with the designated Bikeways traversing the community. The proposed Bikeway along the Flood Control Channel southerly of La Tuna Canyon Road should be encouraged to connect with trails extending to the north and south where feasible.

## Railroads

Right-of-ways through the Community should be screened with appropriate plantings

## SERVICE SYSTEMS

### Standards and Criteria:

The public facilities shown on this Plan should be developed in substantial conformance with standards for need, site area, design and general location expressed in various public facility plans comprising the Service Systems Element of the General Plan.

The full residential, industrial and commercial densities and intensities proposed by the Plan are predicated upon substantial compliance with standards contained in the Service System Element of the General Plan. In hillside areas, no tentative subdivision map shall be approved until reviewed and approved by the Fire Department.

The development restrictions for Desirable Open Space outlined in the Open Space Plan are to be applied to areas designated as Desirable Open Space on the Sun Valley Resources Map.

The Plan suggests two standard types of parks, based on a 1995 projected need:

1. Neighborhood Parks: 1 acre per 1,000 residents; minimum site 5 acres; service radius 1/2 mile;
2. Community Parks: 1 acre per 1,000 residents; minimum site size 15 acres; service radius 1 1/2 miles.

There are no acreage standards for Regional Parks: These facilities provide specialized recreational activities such as golf courses, tennis courts, camp grounds and museums, which normally serve people living throughout the City.

### Features:

**Parks and Recreation:** The Plan proposes several new Neighborhood, Community and Regional parks, and suggest the development of miniparks and tot lots. Power line and flood control right-of-ways are proposed for recreational

facilities and/or open space purposes. the general locations of the proposed recreational facilities are indicated on the Plan Map. Hansen Dam Park should be developed as a regional recreational facility and equestrian center. A system of Equestrian Trails connects the Hansen Dam Park with nearby horsekeeping areas south of Wentworth Street and along La Tuna Canyon Road. These local Equestrian Trails are intended to connect with the citywide and county trail system.

The Los Angeles County-owned spreading grounds should also be utilized for recreational purposes.

The proposed Regional Park located at the Sheldon-Arleta Landfill Site should be developed with special consideration for the recreational needs of Francis Polytechnic High School, with particular emphasis on swimming activities and needs of other city departments. Any development on this site will require a complete environmental analysis due to the previous landfill operations.

**Schools:** The Public Schools Plan indicates that no new schools are needed within the community. However, some expansion of children's center facilities is needed due to increased numbers of working mothers.

The Plan proposes, with the consent of the Los Angeles Board of Education, dual use of school facilities for the general public after hours and on weekends. School grounds should be landscaped where feasible so as to facilitate after-hour recreational use. School recreational facilities should be made available to everyone.

Consideration should be given to the relocation of Glenwood Elementary School to a safer and more educational enhancing site further away from the approach pattern of the Hollywood-Burbank Airport if and when funds become available.

**Fire Protection:** The Plan indicates a proposed Fire Station (Station No. 32) in the vicinity of Laurel Canyon Boulevard and Branford Street.

**Library:** The Public Libraries Plan, an adopted element of the General Plan, indicates a Community Library in the vicinity of La Tuna Canyon Road and Sunland boulevard.

**Senior Citizen Facility:** A major Senior Citizens' Multipurpose Center should be considered solely for senior citizens in the Sun Valley Community, to meet their needs.

## PROGRAMS

These programs establish a framework for guiding development of the Sun Valley Community in accordance with the objectives of the Plan, in general.

## I. Public Improvements

### A. Circulation\*

To facilitate local traffic circulation, relieve congestions, and provide mobility for all citizens, the following are proposed:

1. Continued development of highway, free-way and street system in conformance with existing programs.
2. Continued planning and implementation of improvements to the public transportation system for the community.
3. Continued planning and development of bikeways for transportation and recreational uses.
4. Continued efforts to develop the scenic corridors along the Foothill Freeway and La Tuna Canyon road (as described under planning Legislation and Future Studies Sections of this Plan).
5. The installation of traffic control devices (illuminated signs, flashing light, roadway indicators) to further slow traffic along La tuna Canyon road, allowing residents greater safety of ingress and egress to their dwellings and more completely protecting children crossing at Vine-dale School.

### B. Service Systems\*

1. Priority is to be given to the southeast sector of Sun Valley for elimination of flooding problems. where possible, new power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.
2. When considering development and environmental impacts pertaining to Hollywood-Burbank Airport, the City should pursue programs to insure:
  - a. That land uses within airport noise impact boundaries as defined in California Department of Aeronautics standards, are made compatible with airport operations. These standards shall be met by various means to eliminate conflicting land uses and to reduce the size of the noise impact area, including modifying or restricting air operations, rezoning, redevelopment, soundproofing, or purchase of noise easements, etc. Future development within these impact boundaries shall be restricted to compatible uses.
  - b. Use of high approach paths and the planned

installation of distance measuring equipment which will permit two segmented approaches on the instrument landing system. Additionally, the airport should consider development of an all Instrument Landing System (ILS) standardized for a three-degree approach angle, two-segment approach angle, two-segment approaches for use under Visual Flight Rules (VFR) conditions, and minimum flap settings for use under VFR conditions.

- c. Use of the Hollywood-Burbank Airport by aircraft with lower noise level characteristics and discouraging its use by higher noise level aircraft.
- d. Provision of additional noise mitigation by planning runway utilization schedules to take into account adjacent residential areas, noise characteristics of aircraft, and noise-sensitive time periods.
- e. Reduction of flight frequency, particularly in the most noise-sensitive time periods.
- f. Only the following land uses shall be permitted on the Hollywood-Burbank Airport. Runway Area: Navigation aids, aircraft maneuvering, landing and takeoff.
3. Nutritional programs for senior citizens should be expanded to include those senior citizens unable to attend such programs in person due to health conditions.
4. A program for expanded medical services to provide additional clinical services, space and equipment should be initiated to meet the need of Sun Valley. This program should include a study of the use of mobile units to service citizens unable to attend such programs in person due to health conditions.

\* These proposals reflect the mutual concern of the members of the community and the City Council. Their importance, and the meaningful impact they might have on the quality of life in the Community, should not be under emphasized. They have been referred to the appropriate Council committees to consider the following criteria:

1. Definition of problem (including need);
2. Alternative solutions (including costs and methods of implementation);

Any future implementation of these proposals will be based in part on the Committee's research and recommendation and the City Council's action.



5. All programs proposed by this Plan are to be developed to encourage integration of considerations that address the needs of the handicapped. This is to include a full assessment of building and design standards to meet the needs of the handicapped.

## C. Housing

The quality and maintenance of housing in certain areas of the community is in need of improvement. The maintenance of existing housing and upgrading of deteriorating homes should be encouraged by:

1. The City's Code Compliance program and any other programs to keep housing up to proper standards, as approved by the Council.
2. Initiating cooperative joint public and private fixup, cleanup and maintenance projects on selected neighborhood blocks.
3. Use of available programs for the improvement of private housing and neighborhoods.

## II. Private participation

Citizen groups are encouraged to undertake private actions for community improvements such as:

- A. Initiating property owner and merchant programs to encourage use of off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs in commercial areas.
- C. Sponsoring cleanup and beautification programs to improve the general visual environment, which should include an expansion of the existing landscaping programs along railroad right-of-ways.

## III.Planning Legislation\*

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies or amendments are suggested to aid in implementation of the Plan:

- A. Townhouse Zoning: Legislation to provide for increased ownership of attached single-family housing, providing a greater economy of land utilization and being suitable for proposed Low-Medium Density residential areas.
- B. Mobile Home Development: Special regulations and

requirements for mobile home parks, giving consideration to location, density, zoning, landscaping and similar needs.

- C. Rock and Gravel District: Special regulations requiring plans for the future reuse of exhausted gravel pits and modification of the Municipal Code pertaining to Supplemental Use District, which should include:

- (1) Conservation of sand and gravel; (2) minimizing the impact of extractive activities upon residential and commercial areas; (3) adherence to adopted elements of the General Plan; (4) Open Space designations for land being held to preserve sand and gravel; (5) production of sand and gravel resources in accordance with the General Plan to insure initial expansion of sand and gravel extraction only in areas adjacent to existing operations; (6) environmental impact reports for all projects within the Rock and Gravel Districts; and (7) complete buffering and screening, utilizing land form mounds where appropriate.

- D. Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably a type which could also serve for recreational, parking, or other general public purposes.
- E. Open Space Tax Relief: Inclusion in the City's Annual Legislation Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.

\* These proposals reflect the mutual concern of the members of the community and the City Council. Their importance, and the meaningful impact they might have on the quality of life in the Community, should not be under emphasized. They have been referred to the appropriate Council committees to consider the following criteria:

1. Definition of problem (including need);
2. Alternative solutions (including costs and methods of implementation);

Any future implementation of these proposals will be based in part on the Committee's research and recommendation and the City Council's action.

- F. Property Improvement Tax Relief: Support by the City for legislation which would provide incentives to property owners making improvements on their property.
- G. Railroad Beautification: Support by the City for State legislation requiring railroads to landscape their property through the Community.
- H. Residential Tax Relief: Support by the City for state legislation which would require counties to assess single-family homes on the basis of single-family use if the adopted plan for the area designates them as stable single-family areas.
- I. Scenic Corridor Study: Regulations applicable to the Foothill Freeway (to be prepared in cooperation with the California State Department of Transportation) to designate corridor boundaries and standards for: (1) the grading of slope easements so as to blend cuts and fills with the natural topography; (2) scenic turnouts; (3) aesthetic design features for roadside safety; (4) control over the design and location of sign installations; (5) review of building permits with respect to color, building materials, design features, parking and landscaping; and (6) building heights and setbacks.
- J. Grading: Amendments of the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.
- K. Scenic Districts: Establishment of districts and the provisions of regulations therein to protect and preserve scenic features or values of mountain areas.
- L. Aircraft Performance Noise Standards: Revision of the Los Angeles Planning and Zoning Code to include standards for maximum noise emanating from airports affecting Los Angeles City.

## IV.Zoning Actions

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two district situations are involved:

- A. The City may initiate redesignations to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los

Angeles Municipal Code, may apply for a change of zone.

## V. Code Compliance

There should be continued application of Code compliance and other governmentally assisted programs to keep housing up to standards, as approved by the Council.

## VI.Future Studies\*

The following studies should be undertaken when authorized by City Council.

- A. Many of the gravel pits in the Sun Valley area will be exhausted within the lifetime of the Plan. The City should investigate the most appropriate uses for each site, including means of filling the pits and the ultimate uses such as industry, open space or recreational facilities. Any future recreational development within the exhausted/rehabilitated rock and gravel areas should consider the needs and unique character of Sun Valley, such as equestrian and outdoor activities.
- B. The City should investigate the present and future impact of the Hollywood-Burbank Airport on the surrounding community. The City should endorse appropriate methods by the various concerned agencies to minimize detrimental effects of airport operation.
- C. The City should continue to investigate methods to improve the conditions of those parts of the community where need exists.

\* These proposals reflect the mutual concern of the members of the community and the City Council. Their importance, and the meaningful impact they might have on the quality of life in the Community, should not be under emphasized. They have been referred to the appropriate Council committees to consider the following criteria:

- 1. Definition of problem (including need);
- 2. Alternative solutions (including costs and methods of implementation);

Any future implementation of these proposals will be based in part on the Committee's research and recommendation and the City Council's action.



D. Community Business Districts:

Those areas designated for Community Commerce and Parking should be subject to special study. This study should include a consideration of the following in cooperation with local business and civic groups, including the Sun Valley Chamber of Commerce.

- o Size, location and type of signs;
- o Extent, location and improvement of off-street parking facilities;
- o Landscaping;
- o Anticipated expansion of commercial facilities; and
- o Appearance and location of public utilities.

E. Plans for development of La Tuna Canyon Road as a Scenic Corridor between Sunland Boulevard and Honolulu Avenue shall be prepared and implemented

with the assistance of the Citizen Advisory Committee. the following should be included in these plans:

- o Roadway design;
- o Designation of and provision for view sites and recreational areas;
- o Controls on use and intensity of use of lands adjacent to the Scenic Corridor.
- o Prohibition and/or control of signs and billboards; and
- o Location of other public facilities which are necessary along the corridor.

F. The County Spreading Grounds should be studied for potential compatibility of recreational and water spreading functions. Particular attention should be given to innovative designs and aesthetics of the area within this study.











210-165

207P165

210-169

ARLETA-PACOIMA

SEE MAP 207P173

207-165

SEE MAP 201P165

12/90 -SV

207-169





SEE MAP 207P165

ARLETA-  
PACOIMA

SUNLAND-TUJUNGA-LAKEVIEW TERRACE-  
SHADOW HILLS

WENTWORTH ST



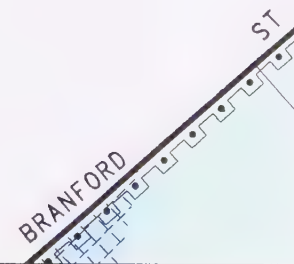


204-157

201P157

204-161

ARLETA-PACOIMA



201-157

SEE MAP 195P157

12/90 -SV

201-161

SEE MAP 201P165





GLENOAKS BLVD

ST

SAN FERNANDO RD  
SAN FERNANDO RD

BRANFORD

VALLEY  
STEAM  
PLANT

SHELDON

WENTWORTH

5

5

12 / 90 -SV

201-169

201-165

SEE MAP 195P165

SEE MAP 201P173

SEE MAP 201P157



201-177





204-181

201P181

204-185

SUNLAND-TUJUNGA-LAKEVIEW TERRACE-  
SHADOW HILLS

SEE MAP 201P173

SEE MAP 201P189

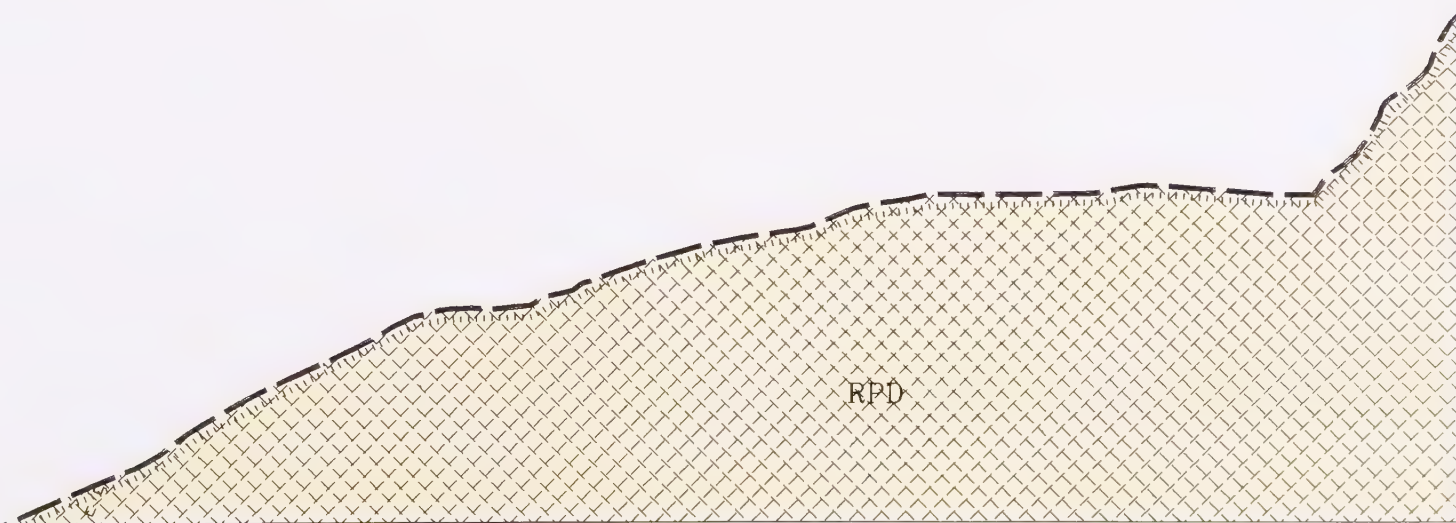
RPD

201-181

SEE MAP 195P181

12/90 -SV

201-185







SEE MAP 201P181

FOOTHILL FWY  
(SCENIC CORRIDOR)SUNLAND-TUJUNGA-LAKEVIEW TERRACE-  
SHADOW HILLS

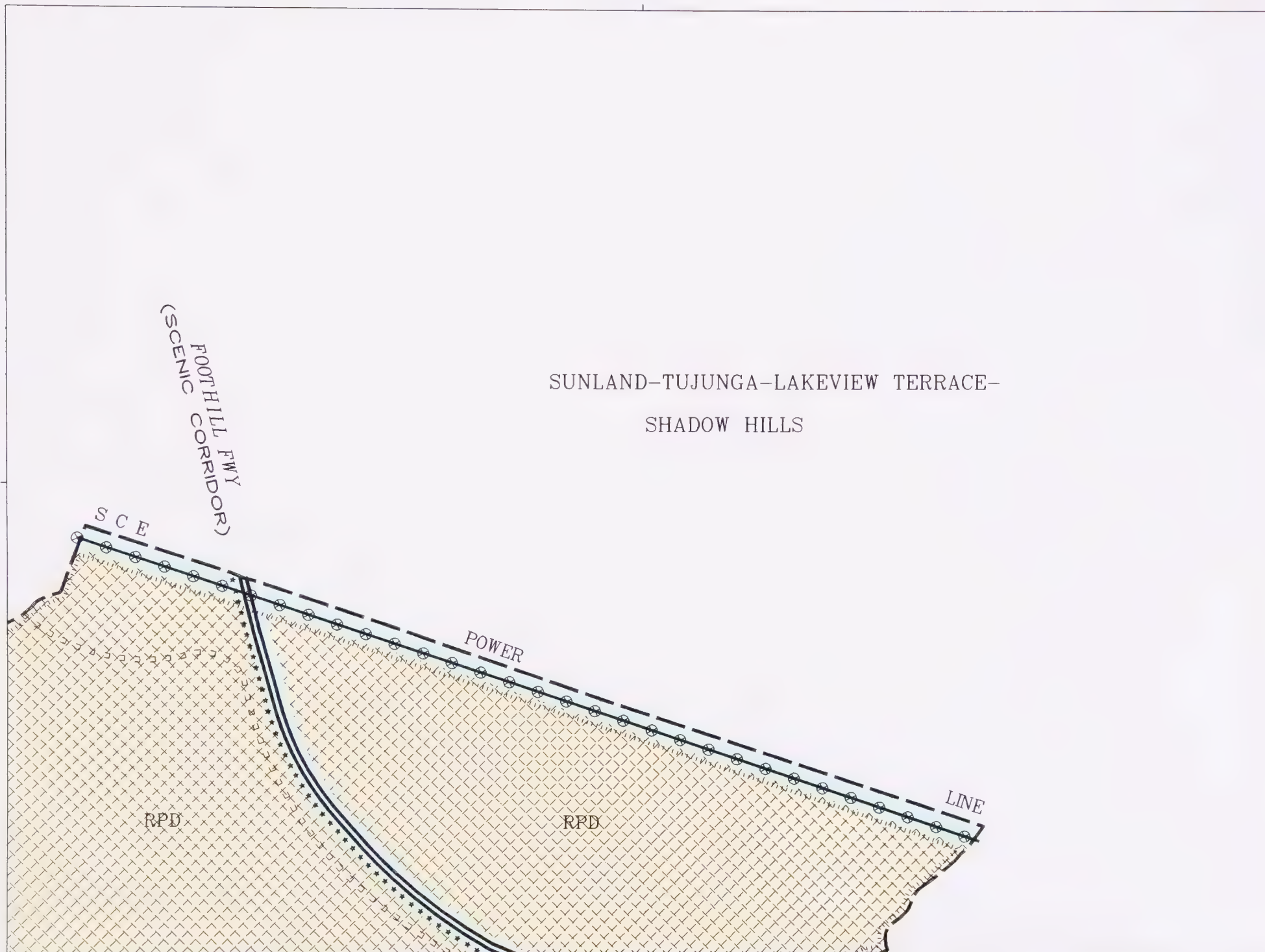
SCE

POWER

LINE

RPD

RPD





ARLETA-PACOIMA

PACOIMA DIVERSION  
CHANNEL  
L A C F C D

MISSION HILLS-PANORAMA CITY-  
SEPULVEDA

ARLETA AVE BRANFORD

WENTWORTH ST

GOLDEN STATE

LAUREL CANYON  
BLVD

TUJUNGA

L A C F C D

HOLLYWOOD

SHeldon

SHARP AVE

FWY

WASH



SEE MAP 195P165





SEE MAP 195P157



SEE MAP 195P173











SUNLAND-TUJUNGA-  
LAKEVIEW TERRACE-  
SHADOW HILLS

RPD

RPD

RD

(SCENIC CORRIDOR)

CHANNEL

LA TUNA CANYON

TUNA

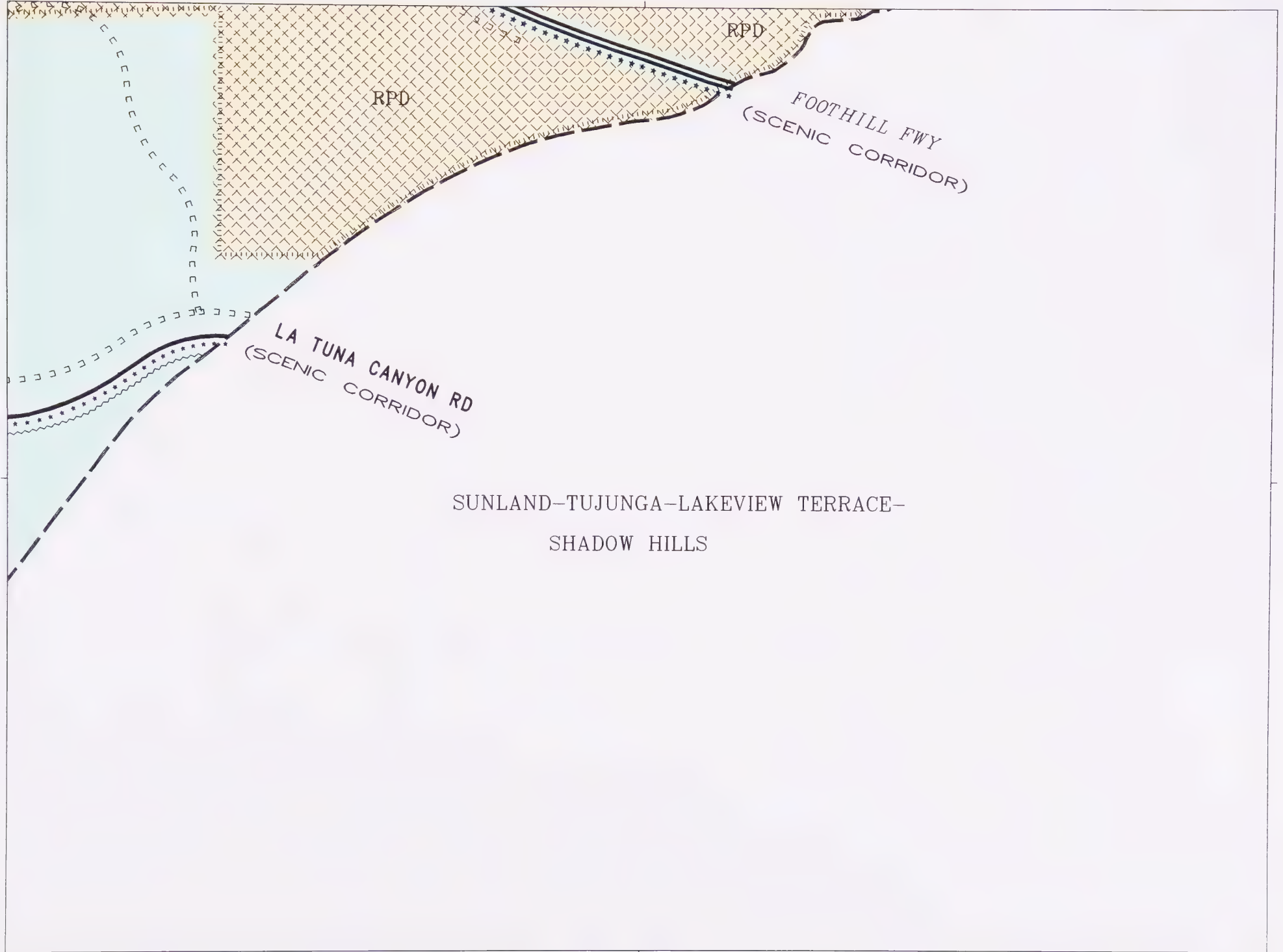
SUNLAND-TUJUNGA-  
LAKEVIEW TERRACE-  
SHADOW HILLS

SEE MAP 195P173

SEE MAP 195P189

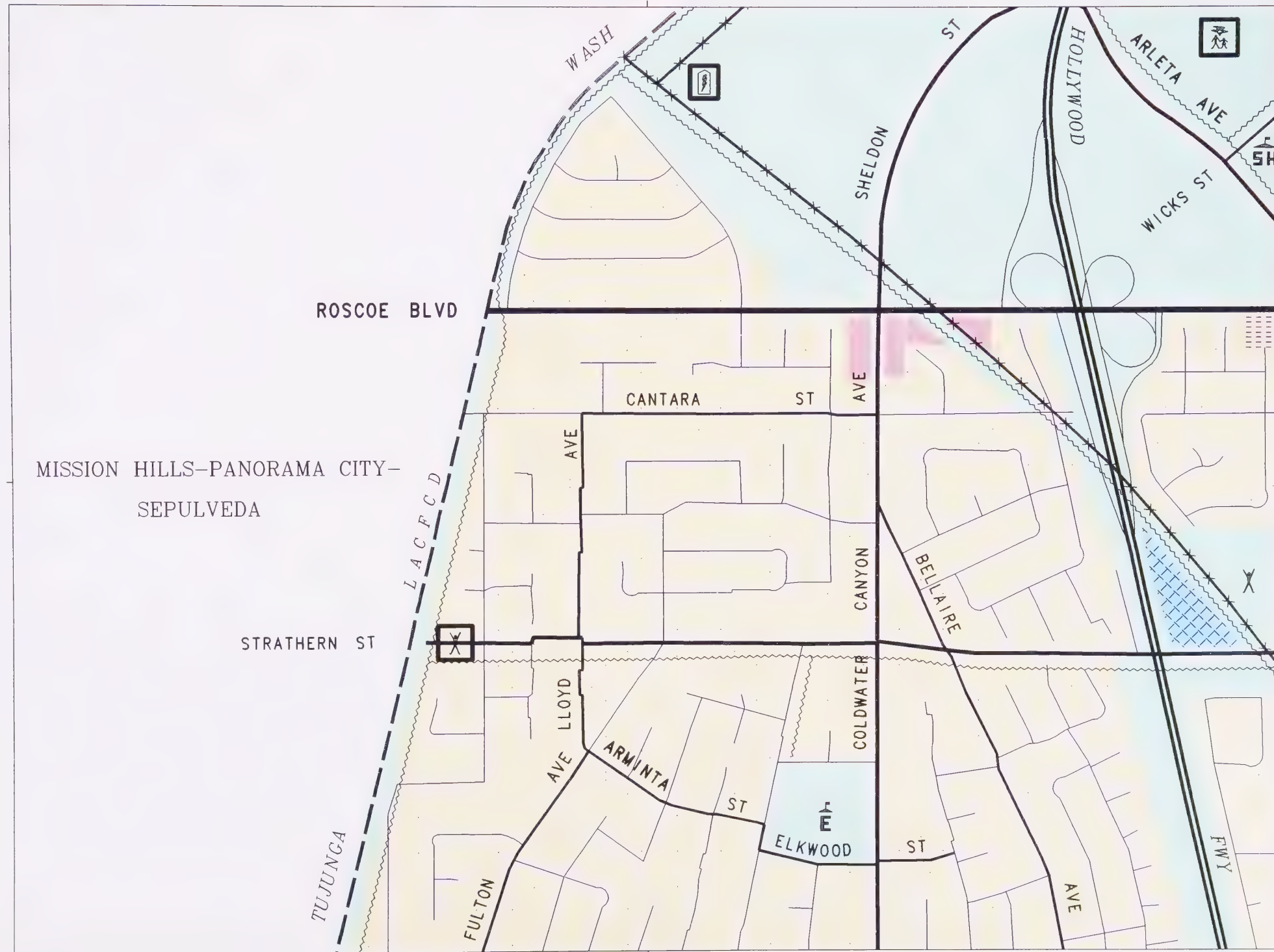


SEE MAP 195P181









SEE MAP 189P165



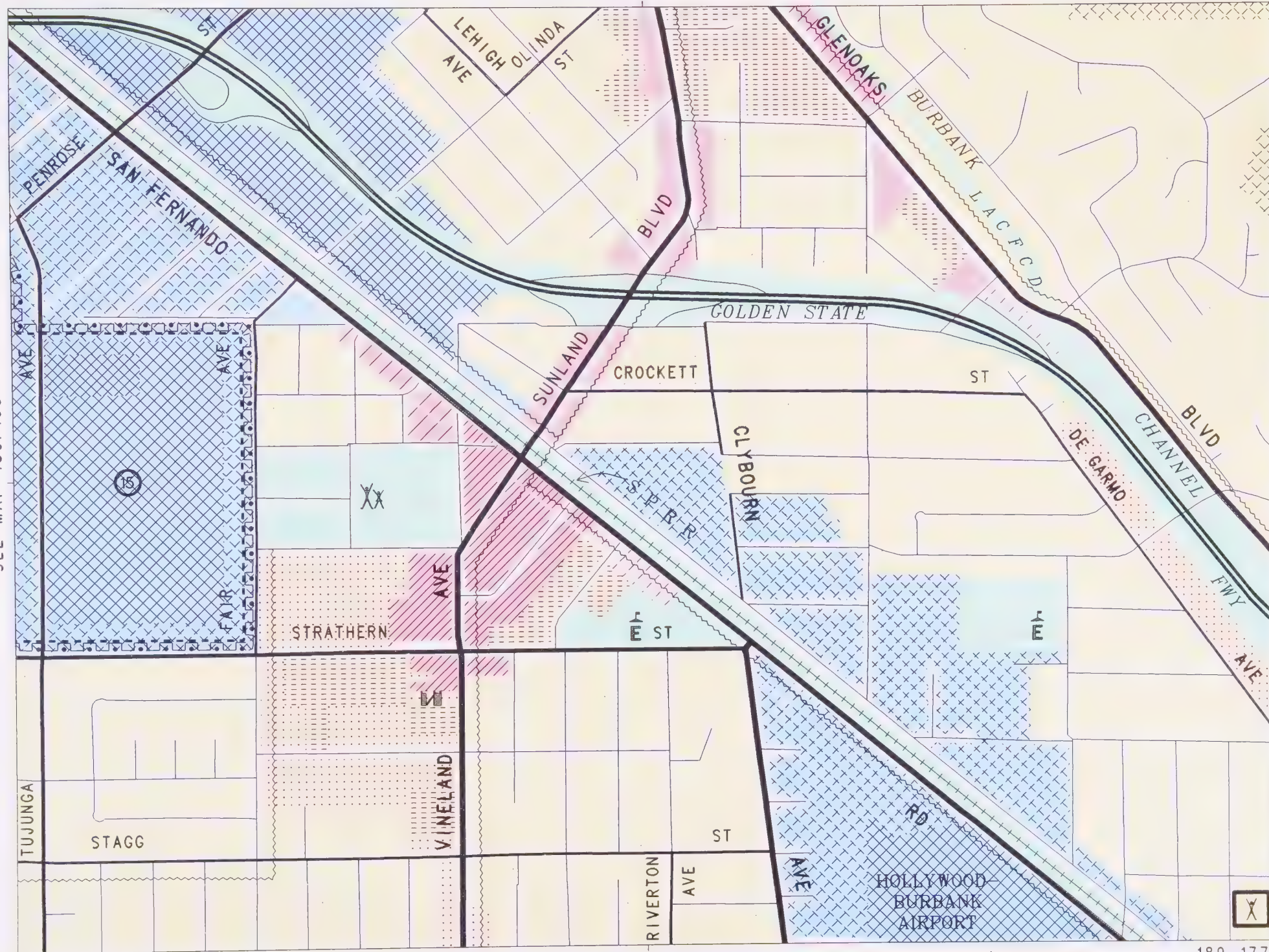
SEE MAP 189P157



SEE MAP 189P173





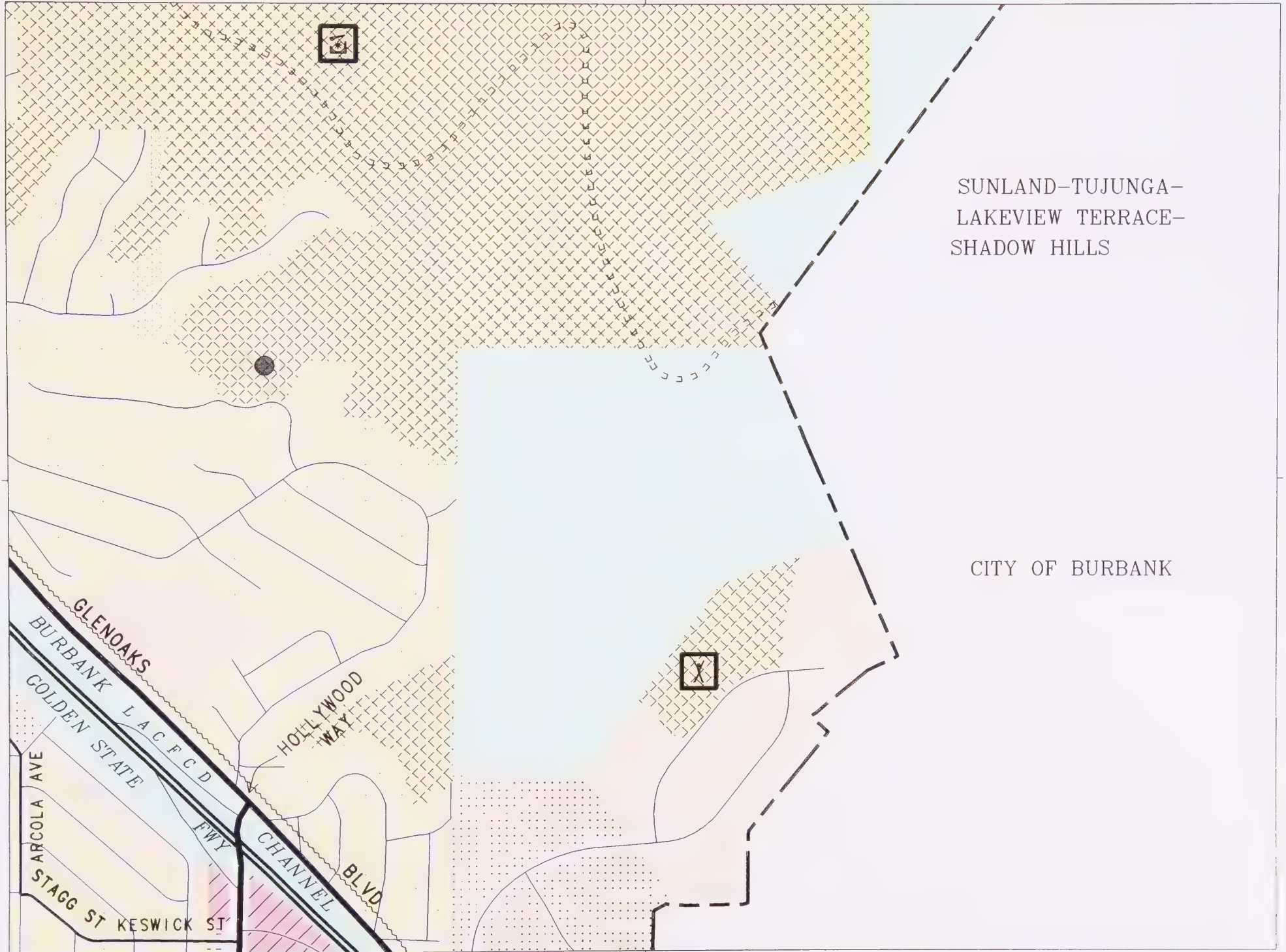


SEE MAP 189P165

SEE MAP 189P181



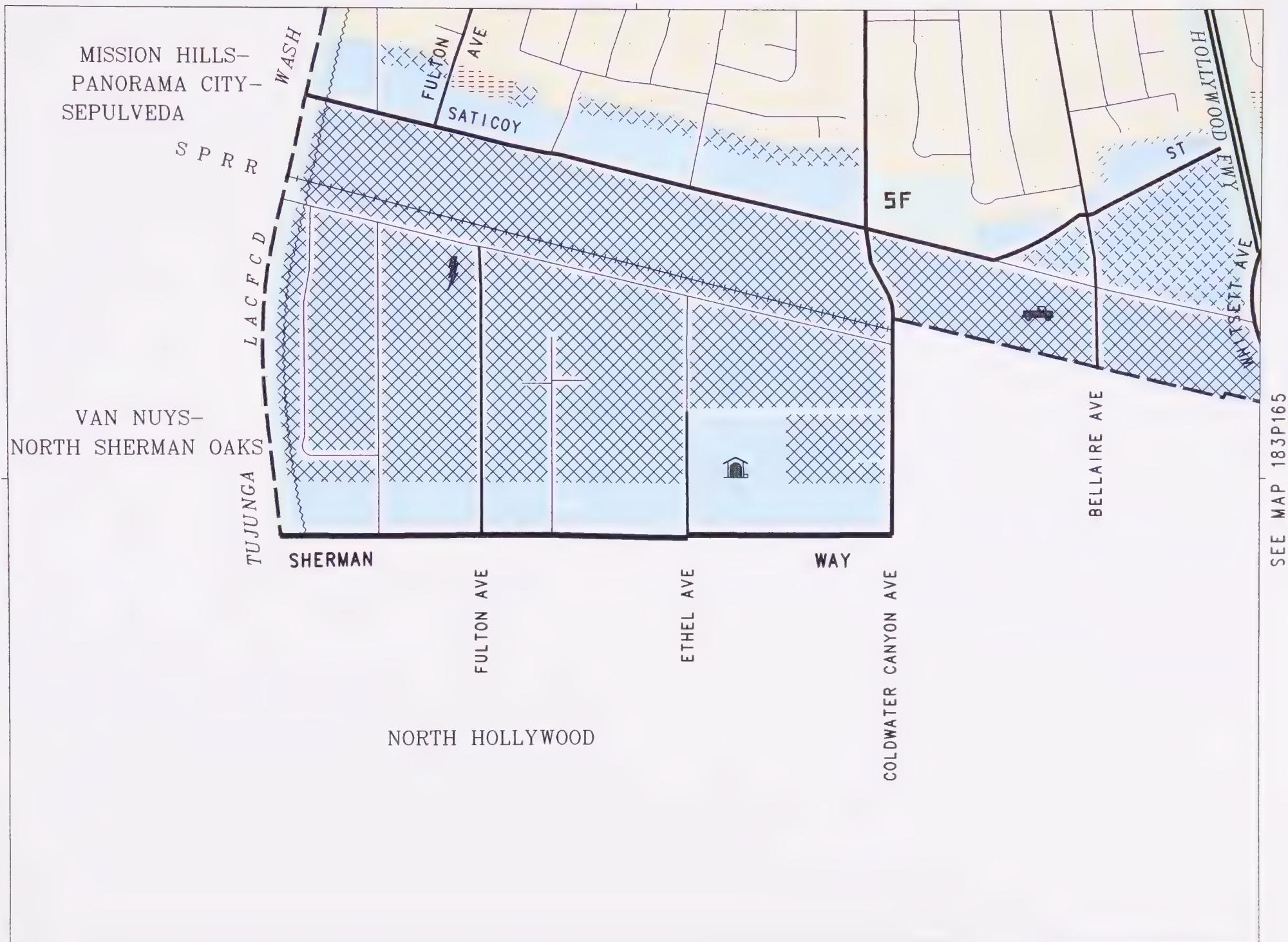
SEE MAP 189P173





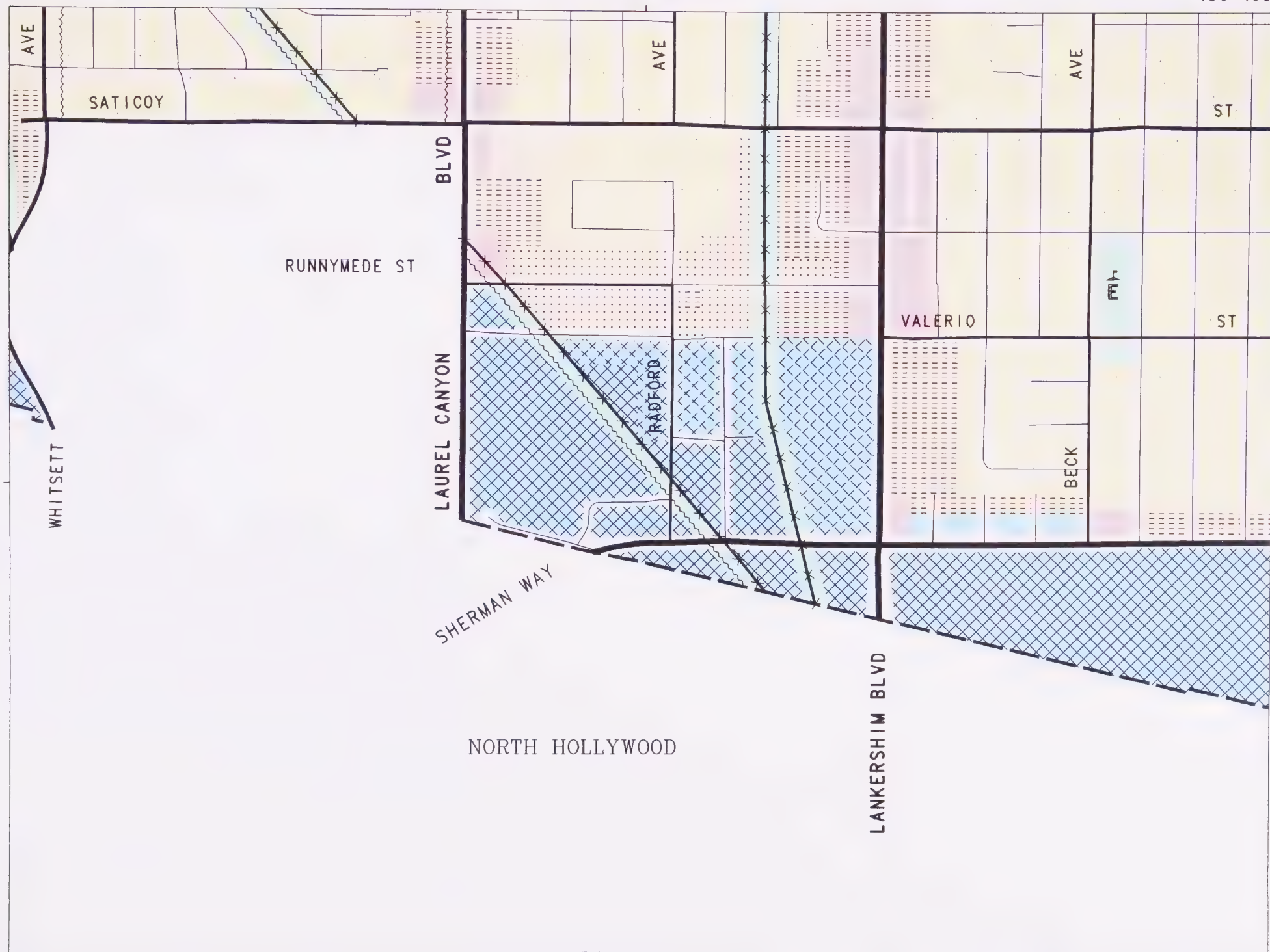








SEE MAP 183P173

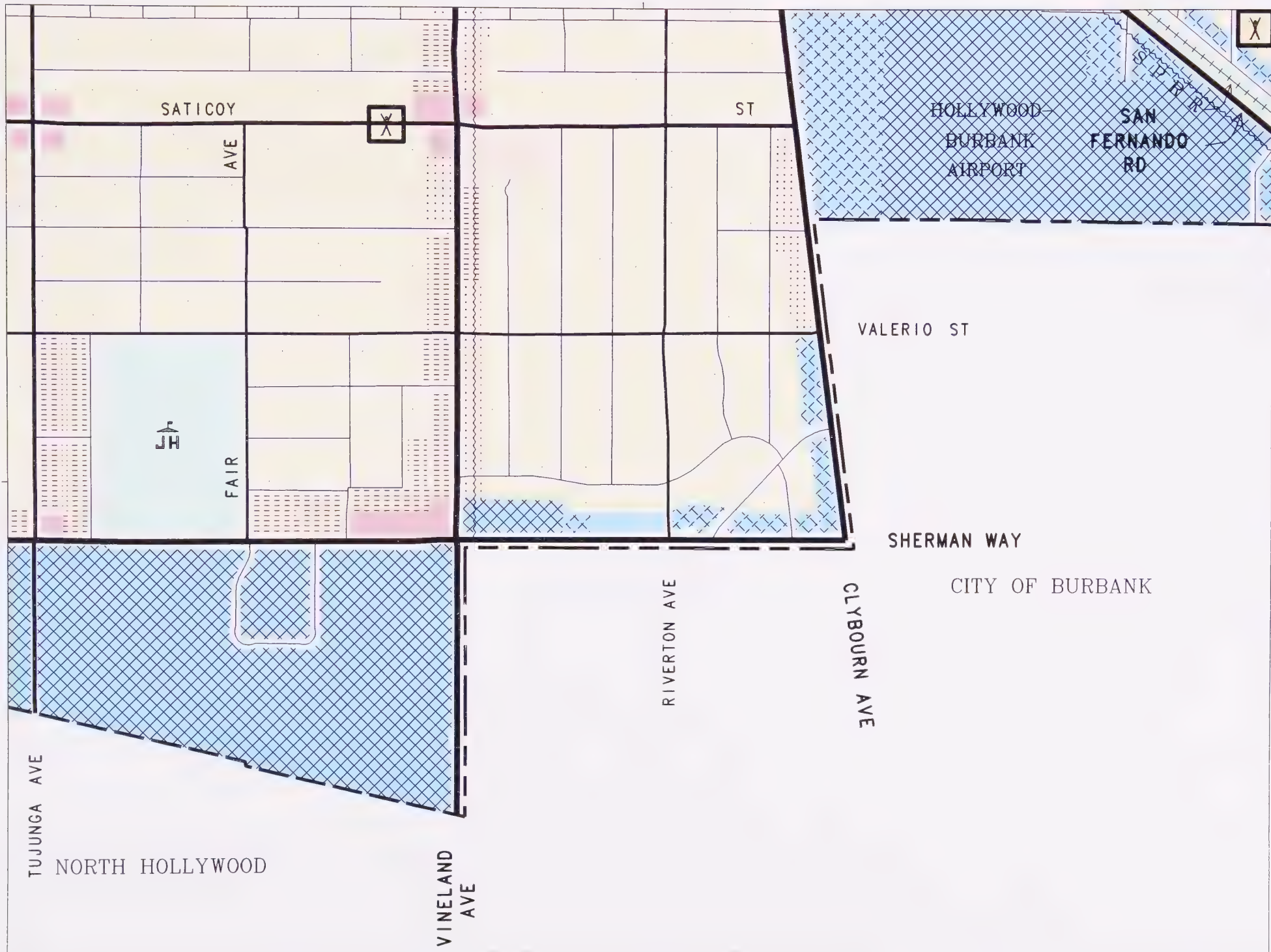




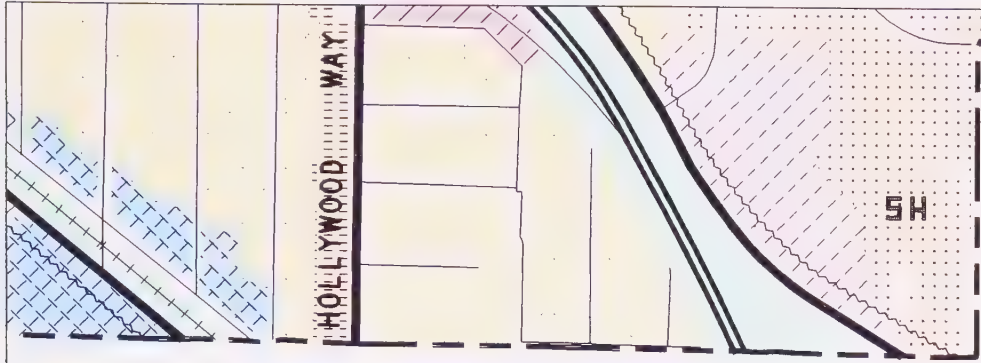


SEE MAP 183P165

SEE MAP 183P181







S P R R  
SAN FERNANDO RD

GOLDEN STATE FWY  
BURBANK CHANNEL  
L A C F C D

GLENOAKS BLVD

CITY OF BURBANK





Footnotes:

1.

Gross Acreage includes one-half of abutting streets.
2.

Two dwelling units are permitted on a single two-acre lot in the A2 Zone. However, the Slope-Density provisions of this Plan in general would limit the overall density on the Minimum Density areas to a maximum of 0.5 dwellings units per acre (see "Housing, Standards and Criteria" Section).
3.

Height Limit - Three stories.
4.

Height Limit - Six stories.
5.

Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may be appropriately located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
6.

Local streets and freeways are shown for reference only.
7.

Open Space Natural Resource Preserve designation upon private lands indicates that these areas are "desirable" open space and does not imply any intent of acquisition on the part of the City. The areas designated for Open Space Natural Preserve include areas generally bounded by Laurel Canyon Blvd., Bradford Street, San Fernando Road and the Tujunga Wash Flood Control Channel, and the area north of Peoria Street and east of Glenoaks Boulevard. This privately owned property is to be retained for sand and gravel needs (see Resource Map and Plan text).
8.

Quasi-public Land includes privately owned and operated facilities providing health or medical, religious, educational or recreational services, e.g. hospitals, private schools, churches.
9.

See Plan text, Industrial Features.
10.

When the use of property designated as 'Open Space' (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
11.

Uses shall be limited to parking. Commercial and industrial development shall be subject to "Q" conditions to mitigate the potential impacts on the adjoining and adjacent residential land uses and open space.
12.

Uses shall be limited to parking. Commercial and industrial development shall be subject to "Q" conditions to mitigate the potential impacts on the adjoining and adjacent residential land uses and open space.
13.

Areas having a natural grade of 2:1 or greater shall be limited to Minimum density. There shall be no grading on principal ridge lines within the Plan boundaries. Designation of principal ridge lines shall be determined by the Advisory Agency. This limitation is in addition to the Plan land use designations.
14.

After completion of landfill operations, the use of this site shall be restricted to recreational uses.
15.

Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
16.

Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L A M C) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations.

Zones established in the L A M C subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
LOW DENSITY			
MINIMUM <sup>2,17</sup>	A1,A2,RE40	LOW MEDIUM I	R2,RD3,RD4 RD5,RD6
VERY LOW <sup>12</sup>	RE20,RA RE15,RE11	LOW MEDIUM II	RD2,RD1.5
LOW	RE9,RS,R1	MEDIUM	R3
		HIGH MEDIUM	R4
COMMERCIAL <sup>11</sup>		INDUSTRIAL <sup>11</sup>	
LIMITED <sup>3</sup>	CR,C1,C1.5,P	COMMERCIAL MANUFACTURING	CM,P
HIGHWAY <sup>3</sup> ORIENTED	C4,C2,C1 C1.5,CR,P	LIMITED	M1,MR1,P
NEIGHBORHOOD <sup>3</sup> & OFFICE	C4,C2,CR P,PB	LIGHT	M2,MR2,P
COMMUNITY <sup>4</sup>	C4,C2,CR P,PB	HEAVY	M3,P
		OPEN SPACE <sup>10</sup>	
		OPEN SPACE	

CIRCULATION

	Freeway
	Scenic Freeway
	Scenic Secondary Street
	Scenic Collector Street
	Major Highway
	Secondary Highway
	Collector Street
	Local Streets & Freeway Ramps <sup>6</sup>
	Railroad
	Equestrian Trail
	Bikeway

UTILITY LINE

	Transmission Line
	SO. CA. EDISON Power Line

SPECIAL BOUNDARY

	Existing Rock & Gravel <sup>8</sup> Districts - 1977
	Residential Planned Development
	Site Boundary

ADMINISTRATIVE BOUNDARY

	Community Boundary
	City Boundary

NOTES:  
 Proposed <sup>5</sup>

SERVICE SYSTEMS <sup>5</sup>

SCHOOL SITES
Elementary School
Junior High School
Senior High School
Private Senior High School
Private Special School Facility

RECREATIONAL SITES
Neighborhood Park
Community Park
Regional Park
Public Golf Course

OTHER FACILITIES
Fire Station
Community Library
Maintenance Yard
Refuse Collection Yard
Power Distribution Station
Power Receiving Station
Reservoir Tank
Water Pumping Station
Hospital
Animal Shelter





















Footnotes:

1. Gross Acreage includes one-half of abutting streets.
2. Two dwelling units are permitted on a single two-acre lot in the A2 Zone. However, the Slope-Density provisions of this Plan in general would limit the overall density on the Minimum Density areas to a maximum of 0.5 dwellings units per acre (see "Housing, Standards and Criteria" Section).
3. Height Limit - Three stories.
4. Height Limit - Six stories.
5. Boxed symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may be appropriately located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
6. Local streets and freeways are shown for reference only.
7. Open Space Natural Resource Preserve designation upon private lands indicates that these areas are "desirable" open space and does not imply any intent of acquisition on the part of the City. The areas designated for Open Space Natural Preserve include areas generally bounded by Laurel Canyon Blvd., Bradford Street, San Fernando Road and the Tujunga Wash Flood Control Channel, and the area north of Peoria Street and east of Glenoaks Boulevard. This privately owned property is to be retained for sand and gravel needs (see Resource Map and Plan text).
8. Quasi-public Land includes privately owned and operated facilities providing health or medical, religious, educational or recreational service, e.g. hospitals, private schools, churches.
9. See Plan test, Industrial Features.
10. When the use of property designated as Open Space (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties and consistent with the General Plan.
11. "Height District Nos. 1, 1L, 1VL and 1XL were amended, by Proposition "U", on November 26, limiting commercial and industrial zoned development to a floor area ratio of 1.5:1. Development exceeding a floor area ratio of 1.5:1 up to maximum of 3:1 may be permitted through a zone change/height district change procedure (including environmental clearance and publicly noticed hearings), for property zoned Height District Nos. 1, 1L, 1VL, or 1XL."
12. "All properties in the Very Low density housing category that are designated for "K" districts shall be restricted to either RE20 or RA zones to preserve the horse-keeping character of the community.
13. Uses shall be limited to parking. Commercial and industrial development shall be subject to "Q" conditions to mitigate the potential impacts on the adjoining and adjacent residential land uses and open space.
14. Areas having a natural grade of 2:1 or greater shall be limited to Minimum density. There shall be no grading on principal ridge lines within the Plan boundaries. Designation of principal ridge lines shall be determined by the Advisory Agency. This limitation is in addition to the Plan land use designations.
15. After completion of landfill operation, the use of this site shall be restricted to recreational uses.
16. The Plan recommends that the residentially zoned area generally bounded by the Golden State Freeway, Tuxford Street, and Kewen Avenue be eventually eliminated and be rezoned to conform to the Limited Industry Land use designation. Such rezoning should occur as sufficient land can be consolidated.
17. All parcel maps and tract maps for property with an average natural slope of 15% or greater, and which have a zone classification of A1, A2 or RE40 shall be considered as Minimum density and shall be subject to the Slope Density Ordinance. There shall be no grading of principal ridge lines within the Plan boundaries. Designation of principal ridge lines shall be determined by the Advisory Agency. This limitation is an addition to the Plan land use designation.
18. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
19. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plan, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.



LAND USE

RESIDENTIAL	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
LOW DENSITY			
 MINIMUM <sup>2,17</sup>	A1,A2,RE40	 LOW MEDIUM I	R2,RD3,RD4 RD5,RD6
 VERY LOW <sup>12</sup>	RE20,RA RE15,RE11	 LOW MEDIUM II	RD2,RD1.5
 LOW	RE9,RS,R1	 MEDIUM	R3
		 HIGH MEDIUM	R4
COMMERCIAL <sup>11</sup>		INDUSTRIAL <sup>11</sup>	
 LIMITED <sup>3</sup>	CR,C1,C1.5,P	 COMMERCIAL MANUFACTURING	CM,P
 HIGHWAY <sup>3</sup> ORIENTED	C4,C2,C1 C1.5,CR,P	 LIMITED	M1,MR1,P
 NEIGHBORHOOD <sup>3</sup> & OFFICE	C4,C2,CR P,PB	 LIGHT	M2,MR2,P
 COMMUNITY <sup>4</sup>	C4,C2,CR P,PB	 HEAVY	M3,P
		OPEN SPACE <sup>10</sup>	
		 OPEN SPACE	




CIRCULATION

	Freeway
	Scenic Freeway
	Scenic Secondary Street
	Scenic Collector Street
	Major Highway
	Secondary Highway
	Collector Street
	Local Streets & Freeway Ramps <sup>6</sup>
	Railroad
	Equestrian Trail
	Bikeway

UTILITY LINE

	Transmission Line
	S.O. CA. EDISON Power Line

SPECIAL BOUNDARY

	Existing Rock & Gravel Districts - 1977 <sup>9</sup>
	Residential Planned Development
	Site Boundary






ADMINISTRATIVE BOUNDARY





	Community Boundary
	City Boundary











NOTES:

	Proposed <sup>5</sup>
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SERVICE SYSTEMS<sup>5</sup>

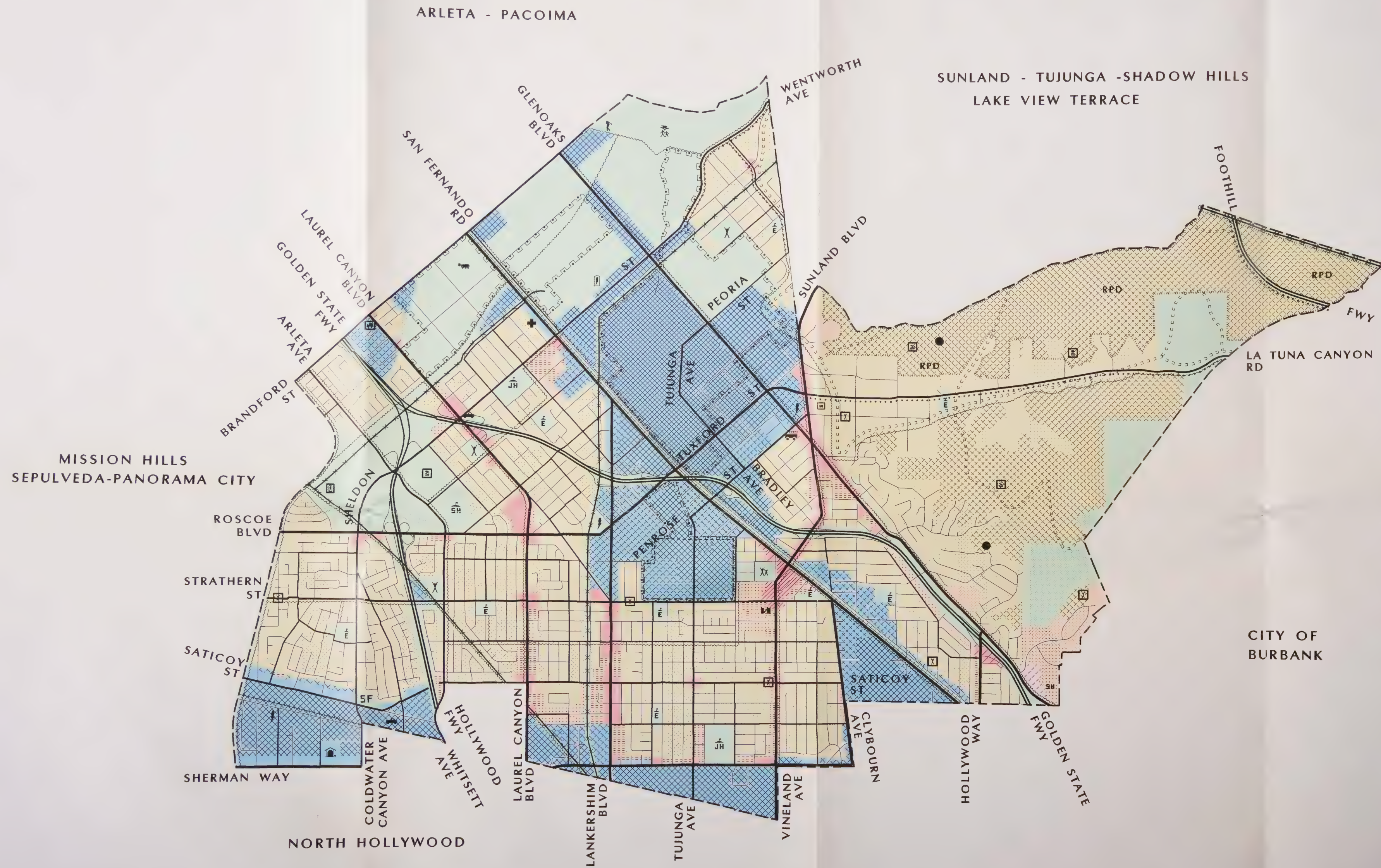
SCHOOL SITES	
	Elementary School
	Junior High School
	Senior High School
	Private Senior High School
	Private Special School Facility

RECREATIONAL SITES	
	Neighborhood Park
	Community Park
	Regional Park
	Public Golf Course

OTHER FACILITIES	
	Fire Station
	Community Library
	Maintenance Yard
	Refuse Collection Yard
	Power Distribution Station
	Power Receiving Station
	Reservoir Tank
	Water Pumping Station
	Hospital
	Animal Shelter







Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.







# SUMMARY OF LAND USE

LAND USE						
RESIDENTIAL	DWELLING UNITS PER GROSS ACRE <sup>1</sup>	CORRESPONDING ZONES				
Minimum <sup>2</sup>	.5 to 1	A1, A2, RE40,	Single Family Residential			
			Acres	5,056		
Very Low	1+ to 3	RE20, RA	% of Total Area	48.4		
		RE15, RE11	Dwelling Unit Capacity	18,797		
Low	3+ to 7	RE9, RS, R1	Population Capacity	61,312		
Low Medium I	7+ to 12	R2, RD6, RD5, RD4, RD3	Multiple Family Residential			TOTAL RESIDENTIAL
			Acres	299		Acres
Low Medium II	12+ to 24	RD2, RD1.5	% of Total Area	2.9		% of Total Acre
			Dwelling Unit Capacity	6,334		Dwelling Unit Capacity
Medium	24+ to 40	R3	Population Capacity	14,888		Population Capacity
High Medium	40+ to 60	R4				
COMMERCIAL						
Limited <sup>3</sup>		CR, C1, C1.5, P	Acres	11		TOTAL COMMERCIAL
			% of Total Area	0.1		Acres
Highway Oriented <sup>3</sup>		C1, C1.5, CR, C2, C4, P	Acres	15		% of Total Area
			% of Total Area	0.1		
Neighborhood & Office <sup>3</sup>		CR, C2, C4, P, PB	Acres	101		
			% of Total Area	1.0		
Community <sup>4</sup>		CR, C1, C1.5, C2, C4, P, PB	Acres	73		
			% of Total Area	0.7		
INDUSTRIAL						TOTAL INDUSTRIAL
Commercial Manufacturing		CM, P	Acres	140		Acres
			% of Total Area	1.3		% of Total Area
Limited		M1, MR1, P	Acres	674		
			% of Total Area	6.5		
Light		M2, MR2, P	Acres	791		
			% of Total Area	7.6		
Heavy		M3, P	Acres	453		
			% of Total Area	4.3		
OPEN SPACE <sup>7,8,9,10</sup>						TOTAL OPEN SPACE
						Acres
						% of Total Area
						TOTAL ACRES



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Henry Higa, Cartographer

Mason Dooley, Photography

\*Former Project Staff

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